505 amid Ansongo (1,400 kilometers), and between Bamako and Kouroussa (374 kilometers); on the Bani from San up to Mopti on the Niger. In addition, a very large number of native pirogues carrying merchandise swarm on the navigable waterways. These waterways, of strictly local value, remain impassable too long at a time to
496 maintain substantial trade. The railways constructed for strategic purposes are designed to link the ports with the navigable canals and form no sort of network among themselves. Moreover, the gauge (one meter) is weak, single, and capable of carrying only a small volume of traffic. The four principal lines are: Dakar-Niger up to Koulikoro, 1,697 km. and 128 stations; Conakry-Niger, 662 km., 40 stations, reaching as far as Kankan where the Milo is navigable; Abidjan-Niger, 834 km., and Benin-Niger, 579 km.
491 Passenger and freight traffic is constantly increasing, and the insufficiency of the railways is compensated for by road traffic. Every secondary center may be reached by truck in the dry season, but, except in the immediate suburbs of the towns [39] most of the roads are simple unpaved tracks. Watercourses are crossed by ferries, submerged causeways, or temporary log bridges ... The road network is 80 times less dense than in France, for the rainy season causes annual havoc. Its maintenance is very burdensome. Bridges are rare, but there are some fine ones that must be mentioned: over the Bagolé, over the Baoulé, and over the Milo at Kankan. Roads are classified as: inter-colonial (linking territories of French West Africa -- one of these routes links Bamako to one of the three great trans-Saharan tracks which go towards North Africa), roads of general usefulness, and roads of local usefulness.

509 Finally, an air network tends to develop more and more. One line already plies between Dakar, Bamako, Boho-Dioulasso, Ouagadougou, Niamey, and Kamo. Another serves Dakar, Kayes, Bamako, Bobo-Dioulasso, and Abidjan. Other lines just recently created have not as yet definitely fixed routes. We will mention the lines: Dakar-Bamako-Ségou-Bobo-Dioulasso-Serkédougou-Abidjan; the line, Dakar-Ségou-Mopti-Gao; that of Dakar-Boké-Conakry-Kankan; and finally a line used chiefly to transport meats in dry periods, Dakar-Kayes-Nioro-Bamako. These interior lines make up a network of connecting lines for the distribution of passengers and cargo landed at Kakar by the long-range carriers.